

Avocado-Season Starting Briskly

National distribution for California avocados began in earnest last Saturday. The California Avocado Growers' Exchange shipped 616 boxes of choice fruit to eastern and southern markets. Each fruit was stamped with the "Calavo" brand of the exchange.

The largest lots were absorbed by New York, Chicago and Boston. Smaller lots went to other eastern market centers, and one shipment went as far south as Birmingham, Ala. California growers are rapidly

penetrating eastern fruit markets by means of the activity of the growers' exchange. The coming year's crop, which the exchange estimates at three times that of the past year, will necessitate national distribution to prevent glutting the present market.

It is anticipated that over 90 percent of the growers will belong to the exchange when the membership books close on December 31.

Our Want Ads Bring Results

SAFeway STORES

Oak Glen Peaches 5 for 1.00 No. 2 1/2 cans

—exceptional in texture and taste—flavorful—the finest pack in years—and an extremely low price.

10 cans for 1.00

Kidney Beans Garbanzos

The satisfying meaty beans that will enrich any meal. B & M No. 2 can.

—make up your own combination.—the regular value of these 10 cans is 1.25

7 cans for 1.00

Peas Corn 3 No. 2 Peter Pan 4 No. 2 Peter Pan

—an extra good grade—and a 1.27 regular value.

Heinz Tomato Soup 10 small 1.00 cans

—a tomato soup that owes its richness to real cream.

Golden Bantam Corn

Many prefer this to all others. No. 2 can.

2 for 35c

Shoe Peg Corn

Offers a change in the type of corn served. No. 2 can.

2 for 35c

Figs

Wholesome (unsulphured).

10-oz. pkg. 15c

Grape Juice

Safeway brand—from New York State Concord grapes.

32c quart bottle 60c

Pineapple Juice

The juice of ripe pineapple.

No. 2 can. 2 for 25c

Certo

Quickly converts the above fruit juices into most enjoyable jellies. Takes the uncertainty out of jam and jelly making.

—the bottle 33c

Give the daughter a great big beautiful 3.00 doll for Christmas. Ask the Safeway man to tell you how you can get one of these for 99c.

Chevrolet One Of Bulwarks of General Motors

Famous Unit of Group Contributes Much to Company's Success

There is no greater evidence of the progress made in the manufacture of automobiles in the last few years than the financial stability of the industry's greatest units, such as the General Motors Corporation, which has grown within a few years to a billion-dollar corporation, with unequalled facilities for the manufacture and merchandising of passenger automobiles and trucks.

Chevrolet, as the unit producing the largest proportion of the General Motors car and truck output, is naturally entitled to considerable credit for this condition, in spite of the low selling price of its products, for the small profit made on each unit is multiplied by hundreds of thousands, and executives of the company promise a sales volume in 1927 of a million units.

General Motors Corporation has just issued a statement of its earnings during the first nine months of 1926, showing a net return from its various activities, including Chevrolet, of \$149,317,553, almost twice the record for the hitherto record-breaking year of 1925, when the return for the like period was only \$80,921,018.

The statement given out by the General Motors headquarters in New York City reads in part as follows: "After deducting \$5,733,325 in dividends on senior securities, \$143,583,228 remained for the common stock, equivalent to \$37.77 per share, compared with \$37.71 per share on the common in the same period of 1925.

"It will be recalled that on June 30, 1926, the 40 percent minority interest in Fisher Body Corporation was acquired, and in September a 50 percent stock dividend was paid. The earnings per share, therefore, are calculated on 8,700,000 shares outstanding subsequent to June 30, and prior to June 30 on the basis of 7,742,399 shares of stock, or the equivalent of 5,161,599 shares then outstanding after giving effect to the 50 percent stock dividend.

"While the earnings applicable to the 40 percent minority interest in Fisher Body Corporation were not consolidated with the earnings of General Motors Corporation prior to June 30, it is nevertheless of interest to note that the combined net earnings of the two corporations for the first nine months of 1926 aggregate \$157,731,833, compared with net earnings of General Motors of \$149,317,553 shown above. Cash and marketable securities on September 30 were \$169,234,579.

The above includes expansion program expenditures which will aggregate ten million dollars for Chevrolet alone, and millions each for several other units of the General Motors Corporation. Chevrolet facilities will be ample by the first of the year, it is announced, for the immediate production of cars and trucks at the rate of one million units a year.

Fence lumber \$15.00; Fig. \$35.00; Cas. and Base \$45.00 M. Consolidated Lumber Co.—Adv.

Col. Tom Peck, Grand Old Man Of the Union Pacific, Retires



"Col." Tom Peck, who retired as general passenger agent of Union Pacific Nov. 1, after 50 years of railroad.

With an even 50 years of rail-roading to his credit, "Col." Tom Peck, "The Grand Old Man of the Union Pacific," general passenger agent since 1921, made his last run "at the throttle" of his office October 30.

That same night at the Maryland Hotel in Pasadena he was the honor guest at a banquet spread for 150 of his closest friends and Union Pacific associates.

R. B. Robertson, assistant general traffic manager, acted as master of ceremonies, and every one of Tom Peck's friends took a personal hand in the program, to show their appreciation and love for this snow-haired workmate of theirs, who is considered throughout the railroad world one of the most popular executives in the business.

Although he will not be on active duty any longer, Tom Peck's advice will be sought frequently on important matters of the Union Pacific, officials indicated, in announcing his well-earned retirement.

Goes Into Railroad In May, 1876, Tom Peck, 20, obtained his first railroad job, signing on as a fireman for the Indianapolis, Peru and Chicago Railroad. On Nov. 1, 1926, Tom Peck, 70, retired from his position as general passenger agent of the Union Pacific System to farm and dream on his comfortable little country estate in Arcadia.

"I would stay right here in the harness if I could," he said as he gazed out of his office window, "but they want me to have a rest. When I came here in 1897 Los Angeles was just a village. Now it is the greatest business center in the west, and I like to think that perhaps I had a little to do with its glorious growth and success.

"They can retire me, but they can't make me forget the roar of the railroads and the shrill whistle of the locomotives. It's in my blood, and while I am out there on my little ranch in Arcadia tinkering about I expect at times I will feel like dropping everything and climbing on the first train that comes along, just to be going somewhere again with the boys."

Comes to L. A. Tom Peck's first job in Los Angeles was with the Los Angeles Terminal Railroad as general passenger agent at \$60 a month. Those were strenuous days when it took ingenuity to stimulate travel, even to the point of augmenting the supply of sea-shells at the beach to attract excursionists to take a ride down to Terminal Island at a dollar a ticket.

"One thing I enjoy is all the bouquets I am getting before I die," said "Col." Peck. "Letters have come in from all over the country, some of them from boys I haven't heard of for years. It is gratifying to know that your friends of years ago haven't forgotten. I am going to keep them to make me remember. I have a big sunny porch out at my house where I am going to fix a sort of trophy room with all the mementoes of my railroad days—and I have lots of them.

"An engineer dropped in to see me the other day. He said 'Tom, how long have you and I been working together?' I said 'About 25 years, George.' He said 'Remember the time you came up to my engine and gave me that cigar? I haven't forgotten it, and I have always tried to handle my train so as not to jar the passengers since then.' Climbs Steadily "I was on a little trip, and during the night George had a little trouble starting and stopping and jerking the train so badly that he woke me and several of my neighbors. The first chance I got the next day I went up and handed him a cigar and asked him to be more careful, as it was hard enough work for me to keep people sold on using the road without having them all shaken out of a sound sleep."

Tom Peck's climb up the rail-

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FRUITS IN NUMBER 10 CANS

Table listing prices for various fruits in 10 cans: Apples 40c, Apricots 57c, Blackberries 70c, Blueberries \$1.30, Peaches 45c, Pears 65c, Crushed Pineapples 70c, Red Pitted Cherries \$1.20

Many Other Canned Fruit Specials



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Fenders as well as body, hood, lamps and top in modish Peter Pan Blue Duco. Artillery wheels in natural wood—special luxurious mohair up-

holstery—body hardware of period design—garnish rails and steering wheels of rich American walnut—nickel radiator—bumpers and rear vision mirror—such are the more important touches of distinction which lift the new Pontiac Sixes to the very forefront of the most fashionable creation of the day.

You will find these new Pontiac Six DeLuxe Types well worth a special visit to our showrooms. Prices only slightly higher than standard types—DeLuxe Coupe, \$895; DeLuxe Landau Sedan, \$975.

Pontiac Six, \$825 to \$975. Oakland Six, companion to Pontiac Six, \$1025 to \$1295. All prices at factory. Easy to pay on the liberal General Motors Time Payment Plan.

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